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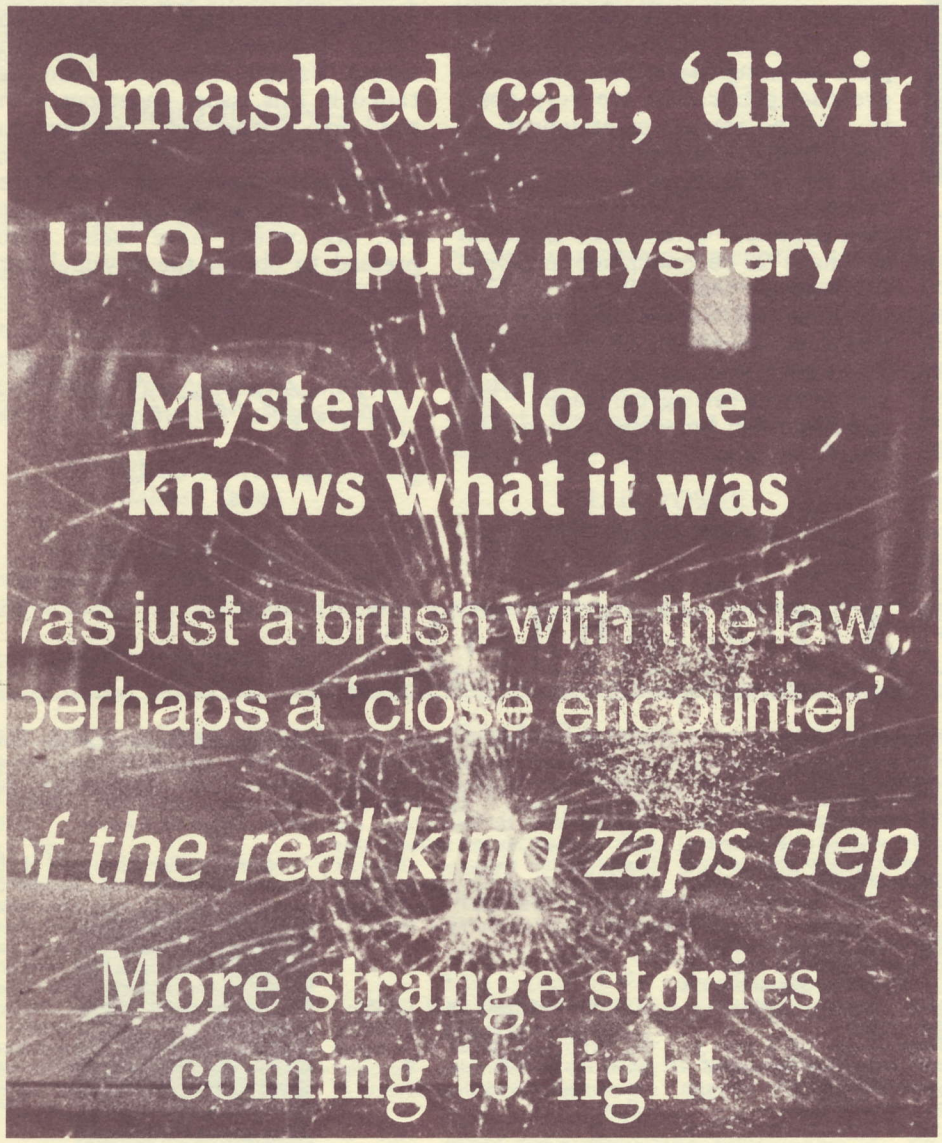
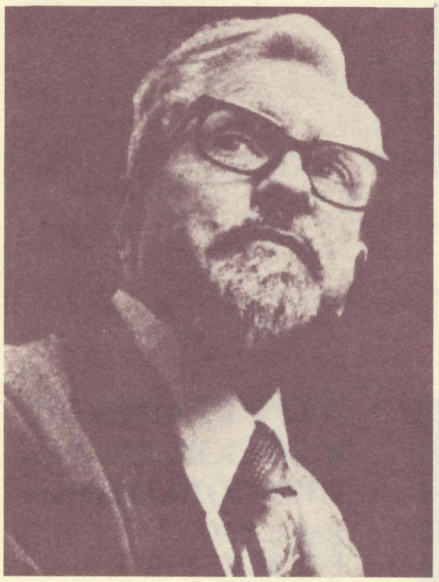

Smashed car, 'divir
UFO: Deputy mystery
Mystery: No one knows what it was
/as just a brush with the law;
perhaps a 'close encounter'
of the real kind zaps dep
More strange stories coming to light

- **DEPUTY SHERIFF KNOCKED OUT IN UFO COLLISION:** PART TWO: PHYSICAL TRACE ANALYSIS
- **UFO FLAP '78-ITALIAN STYLE:** PART TWO

A MONTHLY REVIEW OF THE UFO PHENOMENON

* NOTE: The last issue should have been labelled: "Vol. 4, Nos. 3 & 4"

EDITORIAL



Big problems require big efforts... major, professional efforts. Anyone knowledgable about UFOs knows that we have a big problem, and no major, professional effort has been brought to bear on it. Not that there haven't been those willing and able to do the job, but a truly professional attack on the UFO problem requires very ample funds... funds that just have not been available.

Years ago, an old professor told me that the most important letters in the phrase "fundamental research" were the first three. He was wrong. The most important are the first four! For unless funds are available, the chances of progress are small. Science today is an expensive matter. Laboratory tests and equipment, travel, expert investigation, consultations with medical men, chemists, psychologists and engineers, plus study and eventual publication are very costly. Yet no amount of argument, no mountains of statistics, and no parade of UFO reports will create success and credibility; only incontrovertible proof that UFOs do not have a commonplace explanation can do that.

In recognition of the above, the Board of Directors of the Center for UFO Studies has initiated a formal fund-raising campaign. The campaign will be properly guided by Board members with solid fund-raising experience. We are not alone in the recognition that funds are important; other similar programs are in progress, and we wish them success so long as the objectives are research- and education-oriented. Furthermore, the Center is not government-funded, despite rumors to the contrary.

Contributions to the CUFOS research and education fund are, of course, tax-deductible and should be sent directly to the Center for UFO Studies, 1609 Sherman Ave., Evanston, IL, 60201 (or to PO Box 1402, Evanston, IL 60204). The recent Warren, Minnesota case, detailed in this issue, underscores the need for independent reaction capability. Without the generosity of Minneapolis Honeywell, Ford Motor Company, A. W. Research and others, we would have been hard-pressed to obtain the physical data presented in this issue.

J. Allen Hynek

BASIC INFORMATION

A MONTHLY REVIEW OF THE UFO PHENOMENON

Editor-in-Chief: Dr. J. Allen Hynek
Managing Editor: Allan Hendry

HOW WE LEARN OF UFOS:
UFO reports reach us from news departments, civilian organizations and individuals all over the world, but most of our reports stem from the Center for UFO Studies' UFO Hotline. This is a 24-hour, toll-free telephone service for the exclusive use of U.S. law enforcement agencies, FAA facilities, planetaria and other formal channels. It gives us the chance to follow up important cases rapidly for first-hand information with unlimited long-distance capability. Other advantages include:

- pre-screening of practical joke calls,
- immediate summarized descriptions for every sighting, and
- the encouragement of police UFO witnesses to call in.

HOW WE DEFINE UFOS:
Any anomalous aerial phenomena whose appearances and/or behaviors can't be ascribed to conventional natural or man-made sources - not only for the original witnesses but also for analysts who may possess technical qualifications the witnesses lack.

NL - Nocturnal Light: distant anomalous light seen in the night sky.
DD - Daylight Disc: distant objects seen under daylight conditions - often disc-shaped.
RV - Radar/Visual: UFOs seen by radar and vision simultaneously - good agreement between the two accounts is essential.
CE I - Close Encounter of the First Kind: UFO seen within 500 feet.
CE II - Close Encounter of the Second Kind: CE I's that influence the environment - includes physical traces, physiological effects and electromagnetic (EM) interferences
CE III - Close Encounter of the Third Kind: CE I or II associated with creatures, humanoids or robots ("UFOnauts").

HOW WE NUMBER CASES:
All UFO sightings will receive a three-element number for identification purposes. The first two numbers refer to the volume and issue number of the edition that first describes the case. The last number refers to the order in which it arrived (Example: "1-1-7", the seventh case of the first issue).

HOW WE PRESENT OUR CASES:
IUR learns of almost 100 current U.S. cases each month (this figure fluctuates considerably). We order our presentation of these reports as follows:

1- UFO of High Merit:
Such a case represents a balance of high "strangeness" with a strong probability that it took place as described. As such, it receives our closest attention and followup.

2- UFOs of Limited Merit:
These cases are of intermediate stature. They are UFOs in the sense that we don't know what they are, but for a variety of stated reasons (distance, poor details, single witness status, etc.), they warrant a lesser degree of scrutiny.

3- Identified Highlights: 90% of the reports we receive are ascribed by us to natural and man-made sources. Eight out of ten of these "IFOs" are caused by stars, ad planes, aircraft lights and meteors, in that order; the rest are caused by a multitude of sources. Having established this pattern firmly in our first three years of operation, we are now presenting details only on those IFOs that provide insight into the interpretation of the UFO reports that remain.

Of course, all three of these categories may not be present in each issue. We provide details for cases on a mid-month to mid-month basis because we want to present the UFO reports as "news" as fast as possible. For a chronological sequence, refer to our "Profile" maps in the back of the issue.

FOR THE RECORD

CORRESPONDENCE

UFO PHILATELY

Dear IUR,

The October/November issue of IUR is not quite accurate in referring to Grenada's UFO stamps as the first ones. In 1977, Equatorial Guinea issued a stamp for "Interplanetary Collaboration" which depicted UFOs. It may also be of interest to note that a 1972 Uruguayan stamp was illustrated with a child's idea of what a "space monster" would look like.

RICHARD HEIDEN
Milwaukee, Wisconsin

CEIII: THE RE-RELEASE

Dear IUR,

Is it possible to find out when the re-release of the movie "Close Encounters of the Third Kind" will occur, and to publish this information in an upcoming issue of IUR?

CHARLES AMACKER
Dallas, Texas

The latest word from a spokesperson from Stephen Spielberg's office at Columbia Pictures is that Close Encounters will make its screen reappearance with brand new footage added to the original release (!) by Easter of 1980. There is still talk, however, of postponement as late as early summer. As for the sequel to Close Encounters, Columbia told IUR they are "4 or 5 years away from that" and Spielberg would probably only be the executive producer with someone else directing.- Ed.

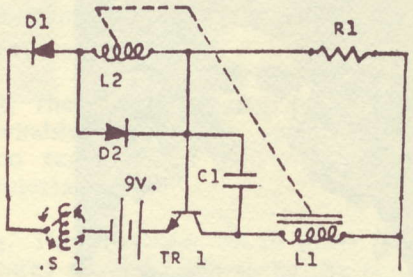
THE DETECTOR THAT "WORKED"

Dear IUR,

Could you please advise me where I can obtain a magnetic field detector... such as the one referred to by Douglas Dains in the December 1978 issue? Some years ago, I obtained a wiring diagram from APRO of Tucson, but failed to collect the materials and get it done.

H. B. TOWER
Indianapolis, Indiana

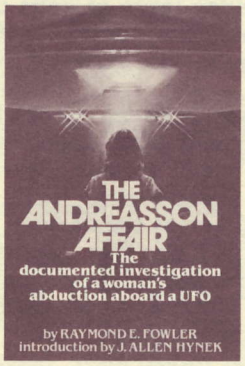
We received a number of responses from readers interested in this aspect of the case. While there are a number of designs for magnetic UFO detectors, the one Douglas Dains owns is commercially available from Force Field Instrument Labs, 2005 W. 19th Street, Chicago, Illinois, 60608 for $29.95. This system uses fixed coils to monitor fluctuating fields in excess of ten gauss (the earth's magnetic field is about one-half gauss, while a hand-held magnet can have kilogauss fields). There are many home-brew designs utilizing compasses that are sensitive to fixed fields as well. For a more detailed discussion, see the magnetic detector chapter of Allan Hendry's THE UFO HANDBOOK, published by Doubleday.



Force Field's detector circuit (patent applied for)

BOOK REVIEW

THE ANDREASSON AFFAIR
by Raymond Fowler
Prentice Hall
1979
231 pp.
$8.95



Raymond Fowler has long been respected as one of the most fastidious UFO investigators around, and the Field Investigator Guide he prepeared for MUFON is also used as the investigator's bible by CUFOS researchers. One is usually accustomed to reading about him tackling more "technically-oriented" cases such as Radar/Visuals - interviewing radar controllers and getting copies of the recorded logs, for example - than high-strangeness abduction scenarios.

But this time he has, and wrote a book about it. Betty Andreasson's (pronounced "an-DREE-ah-son") 1967 abduction experience is as exotic as one ever reads about. The religious visions and implications of this case are particularly vivid, and even the talk show hosts were quick to link them with Betty's strong religious convictions. So, to the extent that the author is promoting a straightforward "extraterrestrial" theory, the book is light on analysis and heavy on exposition... which is just fine! Books that concentrate in detail on one important case - like THE INTERRUPTED JOURNEY - have made a big impact on the UFO subject, yet they are few and far between.

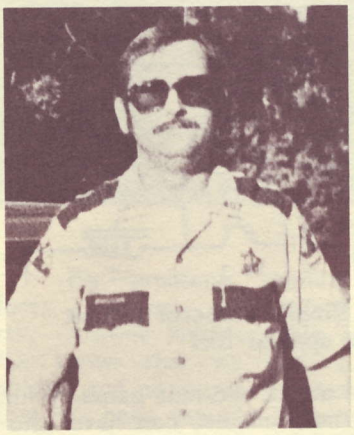
The most important contribution this book makes is that it details all the possible tests that can be brought to bear on an exotic abduction claim where testimony is all the evidence there is. Fowler, with the assistance of other Massachusetts-based researchers, adopted the following procedures... and it's certainly hard to think of anything else that could currently be done:

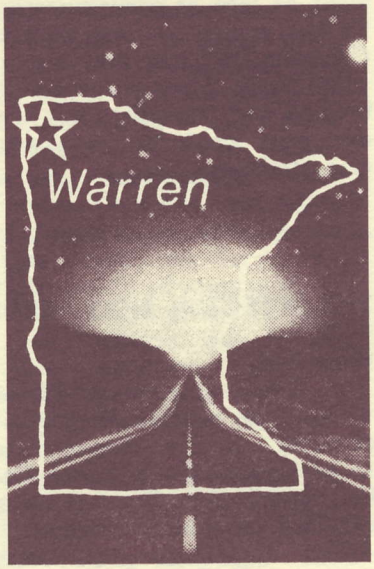
(cont. on p. 15)

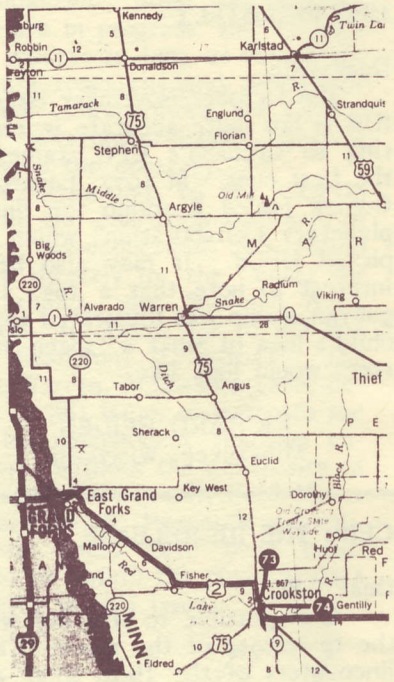
U.S. SIGHTINGS

UFO of High Merit

MINNESOTA CEII: THE VAL JOHNSON STORY







CASE 4-5-1
PART TWO: LABORATORY ANALYSES & CONCLUSION

Last issue, IUR presented an account of Deputy Sheriff Val Johnson's dramatic encounter with a mysterious blinding light in the early morning hours of August 27 in Marshall County, Minnesota. The law enforcement officer's eyes were temporarily injured, his timepieces were delayed and various components of his car were damaged. In this concluding portion, we will detail the results of exhaustive testing of the deputy's car. Also to be examined: an outbreak of similar events that followed on the heels of Dep. Johnson's experience.

EYE INJURY

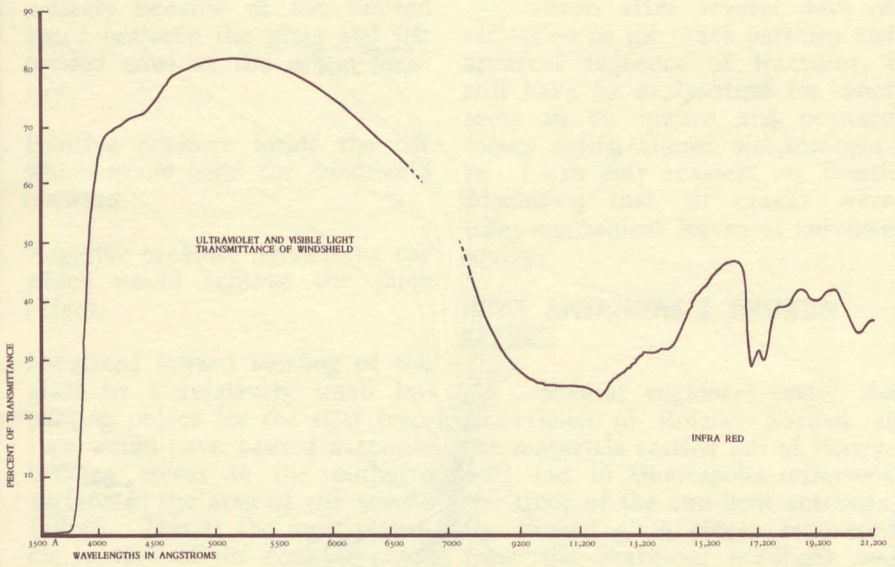
Readers of the previous issue will recall that the first physician to examine the deputy's eyes came to the conclusion that Johnson was suffering from "mild welder's burns" due to three symptoms:

- Conjunctivitis in both eyes resulting in general redness
- Sensitivity to direct light, even two hours after the accident
- General pain from the moment the deputy regained consciousness.

Ten hours after the accident, Johnson was examined by an eye specialist at Grand Forks, Dr. Leonard Prochaska. Quoting from his official report to the sheriff's department: "There was no sign of any disease or damage to either eye at that time. There was mild conjuctival irritation" for which he prescribed a medicinal solution.

Yet two premises came up during the investigation that makes the "welder's burns" diagnosis unseemly. First, the energetic ultraviolet portion of the light spectrum is usually the destructive agent in such burns. A light source like a welder's arc is abundant in UV output. Yet tests of the windshield glass for spectral transmission show that the vinyl component of the windshield laminate completely blocks out the UV region (4000 Angstroms and less). Furthermore, Johnson's eyeglasses should have provided him additional protection from these short wavelengths. Also important here was the brevity of the exposure itself and the lack of sunburn on Johnson's face, a common symptom of true welder's burn.

Secondly, welder's burns don't usually bring about a sensation of discomfort until 6 or 7 hours following the exposure... a point made to IUR ironically enough by Val Johnson's regular optometrist, Dr. Warren Lamb. The optometrist offered a different theory for the eye damage that would account for all of the symptoms noted: removal of the outer layer of cells covering the cornea (the corneal epithelium) resulting in the exposure of nerve endings. The rapid healing that took place between medical observations could have happened in as short a time as four hours; the healthy neighboring cells would have slid across the damage rapidly. The only time this theory could have been proved would have been in the hospital visit, before the healing took place. The kind of tests that would have been necessary to prove this, however, were not performed. Ironically, the ap-



plication of salve by the examining physician at the hospital at that stage would have delayed the natural healing process of this kind of damage, according to the optometrist. What agent would cause this corneal damage? Dr. Lamb proposed heat, in the form of infra-red radiation which the windshield would transmit (see chart). He even proposed a scheme by which we might be able to test for the presence of damaging heat. Johnson wears Corning "Photogrey Extra®" prescription glass lenses, which darken automatically when worn outdoors in bright light. The optometrist knew that these glasses' performance fatigues in a known fashion with time. Since the date of the lenses' manufacture was known, the darkening/lightening behavior of the lenses could be tested by Corning in New York. Since Corning normally restores poorly-functioning glasses by exposing them to heat (about 100° C for two hours), any deviation from normal decay could be interpreted as a sign that the glasses were exposed to heat.

True enough, a Corning spokesman agreed to test the glasses, but asserted that the tests would be inconclusive as deviations could be the result of mishandling in the coating or tempering process during manufacture. A brief exposure wouldn't do the trick unless it was capable of heating the glass to a temperature in excess of 300° C; as Dep. Johnson still retains a face, this is unlikely. Furthermore, the glasses, if so heated, would now fail to lighten well in dark places; they still perform normally. It has been suggested more than once that something like a laser beam was directed toward the deputy from a distance instead of something luminous actually "moving" the remaining mile and a half. But remember, a laser by definition is monochromatic - a single color - which is at odds with the "white" description provided by the deputy. Optical physicist Bruce Maccabee states that the only way laser light would be perceived as white is if three lasers forming the primary colors were mixed. The ultimate indication regarding heat exposure, however, would come about from the windshield tests.

THE SHATTERED WINDSHIELD

IUR arranged for Meridan French, a windshield expert from the Glass Division of Ford Motor Company, to fly up to Warren and inspect the fracture patterns. His conclusions were as follows:

1. All fractures of interest in this study were confined to the driver's side of the windshield. There was one projectile impact failure on the passenger side which the Sheriff verified was present before the UFO incident.

2. There were four distinct and separate fracture origins. One was on the inboard surface of the inner glass ply and three were on the exterior surface of the outer ply. Because all four origins were at different locations in the windshield, it is concluded that they represent four independent events. From the fracture patterns, however, it appears that the time between at least three events was extremely short, on the order of a few milli-seconds.

3. There was no penetration of the windshield laminate anywhere and no tears in the polyvinyl butyral interlayer.

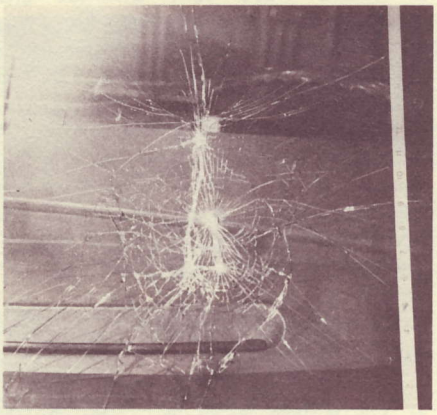
4. The character of all glass fractures showed them to be the result of mechanical forces rather than thermal stresses (emphasis added). In fact, there was no evidence of unusual heat (emphasis added), either general or localized. The PVB interlayer in automobile windshields can show bubbling at temperatures as low as 120° C. No vinyl bubbles were found. Also, the exposed sponge rubber weather seals at the car's side windows showed only normal deterioration from age and no evidence of heat damage.

5. None of the four fracture origins were individually unusual, any of which could be artificially reproduced. However, as a group and in combination they are difficult to explain as will be discussed in more detail later."

French prepared two tracings of the windshield fracture patterns, as reproduced here. With respect to the glass-vinyl-glass laminate construction of the windshield, the first drawing shows the damage done to the outer ply only; the second shows the cracks on the inner glass ply. Both drawings have been prepared as viewed from outside of the car. French continues:

"Based on the direction of crack propagation as shown by arrows on the sketches; the surfaces from which fractures originated; and the pattern of intersects of the various cracks, I judge the sequence of

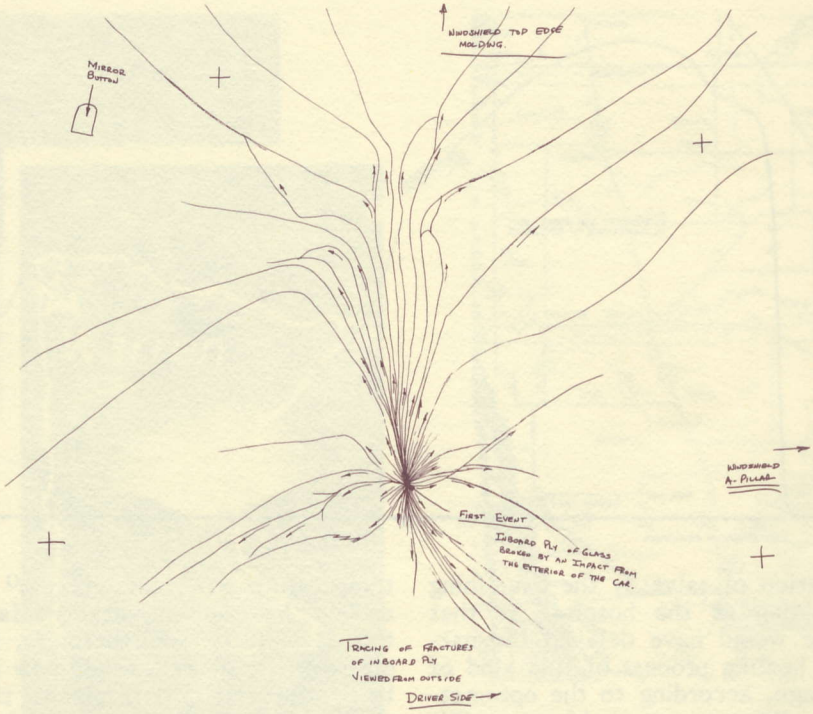
events to be as follows:



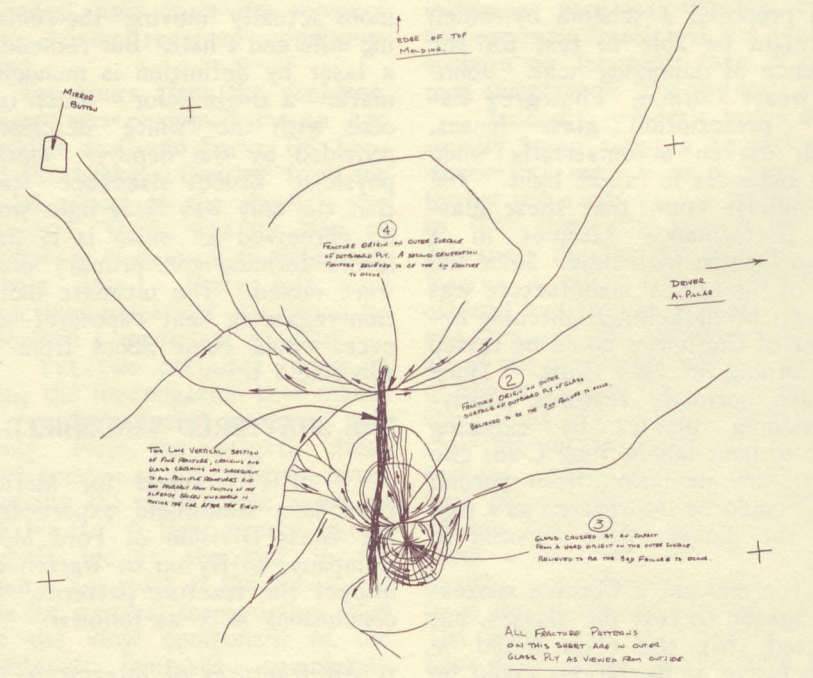
1. The first fracture was of the inboard ply with the fracture origin at the inside surface. The type of fracture would indicate an impact on the exterior surface of the windshield exactly opposite the fracture point. The impacting object was probably not metallic or stone-like because there was no apparent damage to the exterior surface at the point of impact. I would estimate the impacting object to be very firm, perhaps even hard, with a mass velocity sufficient to produce a relatively high (10,000 to 12,000 psi), highly localized stress. Examples of object types could range from a softball, baseball, or golfball to a rubber-headed hammer. Such a failure could also have been made with a blow from the side of a tightly-closed fist.

In a laminated glass impact failure as described here, it is not unusual for the glass ply opposite the impact to fail while the impacted plate does not. Glass failure always originates at a defect or point of damage, and it often happens that the plate opposite the impact is the weaker of the two in the highly stressed impact area.

2. The second failure to occur was in the outer glass ply at a point approximately 0.9" below the first origin. The fracture is horizontal and forms a point of tangency between two circular crack patterns, one above the other. Failure originated on the outside surface from a relatively low level bending stress for which there are several possibilities:


WINDSHIELD TOP EDGE MOLDING.
MIRROR BUTTON
WINDSHIELD A-PILLAR
FIRST EVENT
INBOARD PLY OF GLASS BROKEN BY AN IMPACT FROM THE EXTERIOR OF THE CAR.
TRACING OF FRACTURES OF INBOARD PLY VIEWED FROM OUTSIDE
DRIVER SIDE

INBOARD WINDSHIELD PLY


EDGE OF TOP MOLDING.
MIRROR BUTTON
4
FRACTURE ORIGIN ON OUTER SURFACE OF OUTBOARD PLY. A SECOND GENERATION FRACTURE BELIEVED TO BE THE 4TH FRACTURE TO OCCUR.
DRIVER A-PILLAR
2
FRACTURE ORIGIN ON OUTER SURFACE OF OUTBOARD PLY OF GLASS BELIEVED TO BE THE 2ND FAILURE TO OCCUR.
THE LIKE VERTICAL SECTION OF FINE FRACTURES, CRACKING AND GLASS CHIPPING HAS SUBSEQUENTLY TO ALL MULTIPLE FRACTURES AND WAS PROBABLY FROM CONTACT OF THE ALREADY BROKEN WINDSHIELD TO INSIDE THE CAR AFTER THE EVENT.
3
GLASS CAUSHED BY AN IMPACT FROM A HARD OBJECT ON THE OUTER SURFACE BELIEVED TO BE THE 3RD FAILURE TO OCCUR.
ALL FRACTURE PATTERNS ON THIS SHEET ARE IN OUTER GLASS PLY AS VIEWED FROM OUTSIDE

OUTBOARD WINDSHIELD PLY

- Localized loading or pushing on the glass from the inside. This is unlikely because of the limited space between the glass and the padded cowl at the origin location.

- Positive pressure inside the car which would bend the windshield outward.

- Negative pressure outside the car which would achieve the same effect.

- Localized inward bending of the glass by a relatively small impacting object for the first fracture would have caused a tensile bending stress in the outboard surface in the area of the second failure. This is the most plausible in view of the circular crack pattern above the second fracture origin.

3. The third fracture also originated on the outside surface about 1.0" below the second origin. In this case, the glass is severely crushed in a small, roughly circular area as though impacted by an extremely hard object but without sufficient force to cause additional cracking of the inner glass opposite the point of impact. There was no visible residue from the impacting object in the crushed glass area when examined closely with a 20X magnifier.

4. The fourth fracture origin was also on the exterior of the windshield, approximately 5.5" above the point of the second failure. This is also a bending stress failure oriented horizontally but is believed to be a secondary failure originating at a crack from an earlier failure.

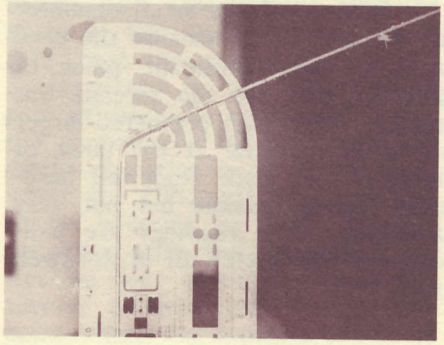
5. There is also a band of very fine fractures several inches long with some degree of glass crushing, running almost vertically and just to the passenger side of the four principle fracture origins. This last cracking is all in the outboard ply, and I believe it to be a completely secondary fracture system probably resulting from normal flexing or cracking of the already broken windshield in moving the car after the original incident.

Even after several days of reflection on the crack patterns and apparent sequence of fractures, I still have no explanation for what seem to be inward and outward forces acting almost simultaneously. I can only reassert my fourth conclusion that all cracks were from mechanical forces of unknown source."

BENT ANTENNAS & BROKEN LENSES

Several engineers under the supervision of Roland Wardell at the materials testing lab of Honeywell, Inc. in Minneapolis undertook the study of the two bent antennas, the broken glass pieces recovered from the shattered headlight and the punctured plastic lens from the front of one of the rooftop lamps.

VISUAL EXAMINATION -



Using a Bausch and Lomb stereo optical microscope, the engineers examined the surface of the 65°-angle bend in the rooftop antenna. From their report, we learn that "deposits of insect debris and roadway matter covered the forward facing surfaces of the part with a noticeably cleaner surface in the area located at the bend. The bend had occurred smoothly with no cracking of the metal at either the outside bend or any other location."

"No impact marks resulting from collision with 'pieces' of any kind (except insects) were evident."

"The small ball at the tip of the antenna showed two paint rub marks such as expected from driving through a garage door without adequate overhead clearance. The paint marks were blue and white."

As for the trunk-mounted antenna, visual inspection revealed that the bend was cleaner of insect tissue matter in the same way as the rooftop antenna. "Apparently," the Honeywell report stated, "the insect deposits flake off from the bending stress."

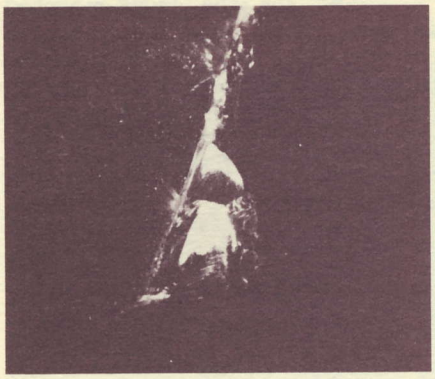
"The small metal ball at the tip of the antenna was unusually bright in appearance with insect debris only at the base of the ball. This antenna also showed no cracking but had a fairly smooth bending area. Comparing the antenna to the pictures taken immediately after the incident, it appears some straightening had occurred, probably from handling."

The pieces of headlight glass recovered from the road showed "brittle fractures typical of glass breaking from collision with flying particles." Numerous insect deposits coated this glass material, too.

Next, the Honeywell engineers inspected the punctured red plastic filter from the rooftop lamp. "In contrast to the broken headlight, this light was not so severely shattered. The red lens showed one hole which was typical of penetration from colliding with a particle. The hole was oblong, being approximately 11/16" in length and 1/4" wide at one end and 15/32" at the other. The broken edges exhibited brittle rough fracture, again typical of insect breakage. The red lens also showed insect debris similar to the other parts."

SPECTRAL ANALYSIS OF FOREIGN MATERIAL -

"The reflector portion of the light was broken and one broken



edge exhibited a brown deposit which appeared to be at a point of impact. The deposit had a "sprayed out" appearance characteristic of being struck by a particle which dusts or fractures in the impact. The qualitative analysis of this deposit indicated it to be mineral in nature, containing silicon, aluminum, iron and calcium. This is quite typical of rock material."

RADIOACTIVITY -

"The intent of these tests was to find any radioactive residue or any secondary radiation from material exposure to a high level of radiation.

All five of the submitted samples were tested with a Nuclear Chicago survey meter. Two probes were used with this instrument. One probe tested for alpha radiation, the other for hard beta and gamma.

A third radiation test was performed on the headlight glass. This sample was of small enough size to place in the Nuclear Chicago scintillation counter.

In all of these tests, only normal background radiation was evident. No evidence of unusual radioactivity was present."

Remember, too, that the sheriff's department used a survey meter on the the day it happened. IUR's Allan Hendry also used his own on the car itself on the day after the incident. The result: no significant readings even when the situation was fresh.

MAGNETIC TESTS -

Honeywell measured the two antennas as well as an unbent control antenna of reasonably similar construction. Using a Walker flux meter (model MF_3A) with a 100 turn, 6 cm^2 area search coil, the average results of three trials each were as follows:

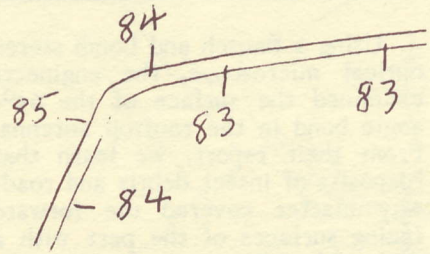
- Rear antenna: .09 Oersteds
- Roof antenna: .07 Oersteds
- Spare antenna: .38 Oersteds

"The residual magnetism measured is not unusual. The higher reading on the spare part is likely due to different material and different magnetic exposure."

HARDNESS TESTS -

Two types of Wilson hardness testers (a Superficial Rockwell, 15N and a Tukon Micro Hardness Tester) were brought to bear upon the bent antennas. The purpose: "to determine if any heat effects were evident in the metal, and to determine approximate 'temper' for determining forces to bend the parts.

Because of the small diameter of the parts, and because the bend area is the significant point of interest, only the top antenna was tested. That part presented larger diameter material at the point of interest and made Rockwell hardness testing feasible but not very accurate. The readings are indicated on the sketch all in Rockwell 15N.



The readings indicate no softening of the metal. The material is similar to a "spring temper" steel.

We tried unsuccessfully to obtain hardness readings in the exact bend area with the microhardness tester. The error in performing that test on a curved, rough surface was too great to conclude anything. An exact test would require cutting and polishing a specimen."

HONEYWELL'S CONCLUSION

Roland Wardell concluded his report as follows:

"It is apparent that the involved car collided with several discrete particles. From the analysis of the deposit left on the broken top light reflector, they were mineral in nature and most likely stones, probably from the roadside. Points of impact are definitely present on the hood of the car, on the windshield and on the top light. All of the glass breakage and hood indentation is indicated to be from the impact with airborne pieces. I am not certain how the "stones" became airborne. Any high speed vehicle travelling near the ground would likely kick up stones.

The antennas were not bent from stones striking them. No impact marks of any kind were evident on the antennas. Heat does not seem to be a factor in the bending.

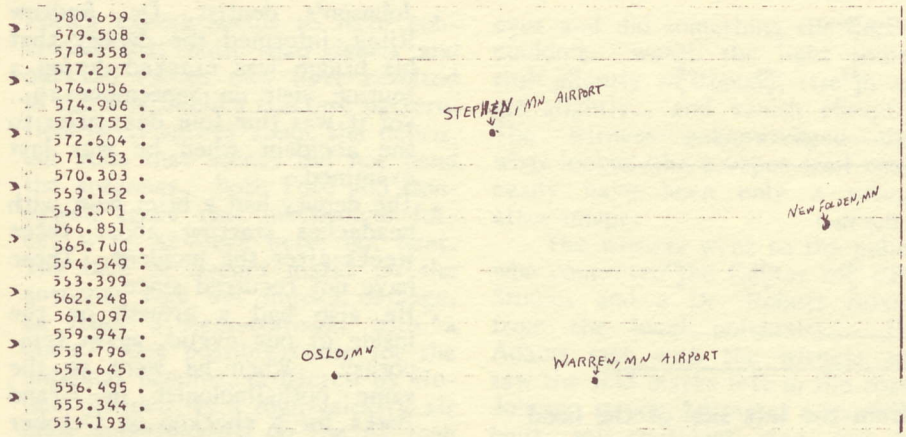
I am pursuing two possibilities of causes for the bending. One, a high-velocity air blast superimposed on the air movement over the fast-moving car. We know from rough calculation, and the metal properties, that a force of only a few pounds applied uniformly to the antennas could cause bending. That force would be in addition to the forces from the 65 mph air flowing over the car... The kinds of phenomena capable of performing this bending includes electrical, fluid (air) and, of course, "hand" forces...

The other possibility that is far more difficult to investigate is concerned with some type of electrostatic (or similar) forces causing the whole series of events."

We will return to Roland Wardell's "best fit" hypothesis at the end of this discussion.

RADAR COVERAGE

As we mentioned in the last issue, immediate checks with radar facilities in the area revealed no confirmation of radar "unknowns" (although that is exceedingly rare in practice) or aircraft accidents. Given the low altitude of the event, and the lack of knowledge of the



FAA computer printout shows no target corresponding to the UFO, which should be to the left of Stephen

light source's trajectory after the "collision", radar observation was not really anticipated. Still, IUR called for a computer printout of the area showing all radar targets recorded for the area, both transponding (transmitting a coded signal) and non-transponding ("raw" targets). Assuming a plane - or another target large enough to return radar signals - attained sufficient altitude to appear on the printout, it would show up, so the exercise was worthwhile to pursue. Unfortunately, the printout is quite devoid of targets for all of Marshall County for 1:30 AM (ten minutes prior to the collision) through 2:30 AM. The FAA commented that the weather must have been quite stable for the printout to be so devoid of "ground clutter" targets. A commercial flight overflew the area around 12:45 AM from the south, we are told, but the early morning hours are typically quiet for this area. This printout is the fourth such request made by IUR of the FAA under the terms of the Freedom of Information Act, and cost $130.

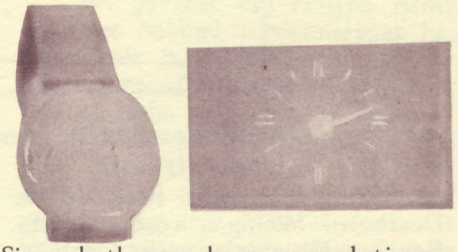
AERIAL PHOTOGRAPHY

Alan Cibuzar of A.W. Research in Brainerd, Minnesota undertook an aerial survey of the stretch of highway in question. Using infrared photography, A. W. Research routinely performs such surveys for agricultural purposes; variations in the amount of "chlorophyll-a" content in vegetation shows up as a shade of red in the photos. A review of Cibuzar's slides in IUR's offices revealed a strong chlorophyll reflectance along the ditch vegetation on both sides of the road. Cibuzar told Hynek and Hendry that he was quite impressed with the strength of the photographic enhancement on the basis of his own experience. Detailed study of the survey showed, however, that the enhancement is not as restricted to the known flight path as originally concluded. First, the photographs did not show the ditch vegetation south of the trees where the UFO was first assessed to be hovering by Dep. Johnson. Secondly, while the chlorophyll reflection does essentially cease for several hundred feet beyond the point where the deputy's car came to rest, it resumes again in the distance and keeps going toward the intersection of the highway and the county road. Furthermore, the enhancement is constant in that region in the eastern ditch without interruption.

If the effect was linked to the rapid flight of the UFO, what would produce this lasting increase of chlorophyll from protochlorophyll? Prof. Herbert Jonas of the Department of Botany at the University of Minnesota doubted that a brief exposure to intense light could do it; if high intensity ionization of the air were present near the ground, similar to lightning action, then nitrogen oxidation into nitrate could stimulate the plant growth accordingly. With one aerial shot apparently showing drainage from the fields feeding the ditch growth, however, it would be hard to link the presence of nutrients exclusively to the action of the UFO.

DELAYED TIMEPIECES

What can temporarily affect a windup mechanical watch in exactly the same way as a dashboard clock which is driven by electricity?

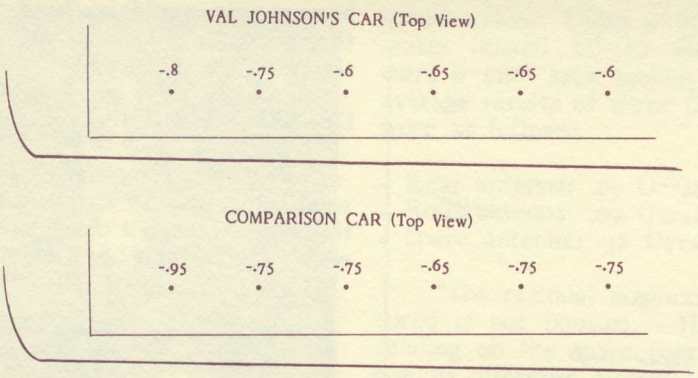


Since both now keep normal time, the trickiest mechanism to affect would be the windup watch, of course. One obvious and testable prospect would be exposure to a crippling magnetic field, particularly since the watch was not antimagnetic. A portable magnetometer was sent to the sheriff's department to see if any evidence of exposure to such a field was retained in the body of the car. Since every car has the earth's magnetic field work-hardened into the body when it is stamped out in the factory, an identical 1977 Ford LTD patrol car was also measured at the same test points. Both car's were oriented into the earth's magnetic field when the measurements were made. Now Dep. Johnson's car had suffered quite an accident about two years prior to the UFO event, where the front end of the vehicle plowed into the soil, the framework was damaged and the (original) windshield shattered. Such a trauma could have altered the orientation of the fields in the body of the automobile, so magnetic testing of the car was confined to a search for significantly increased field strengths relative to the comparison car. The figure on the next page shows that there was no significant deviation.

OTHER CONSIDERATIONS

PAINT SAMPLES -

Ford's windshield expert was prepared to take paint samples from opposite sides of the car for



Magnetometer readings in gauss from the left side of the hood

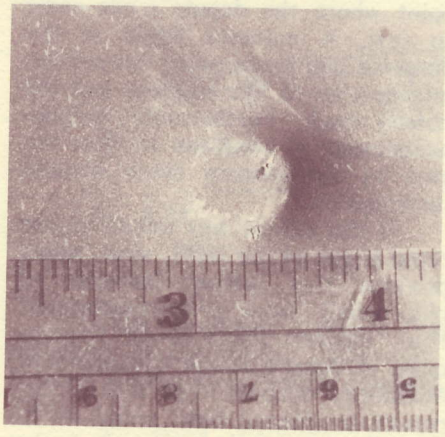
quantitative analysis back at the Dearborn, Michigan research labs. Because all of the visible damage favored the driver's side of the auto, it was speculated that there might be a measurable difference in the surface pigmentation from the seemingly unaffected passenger side. Such testing would have necessitated cutting metal discs out of the car body, and county officials have stipulated that no destructive testing may take place while the investigation is still officially open. Honeywell had to forsake cutting cross-sections of the antenna shaft for study for the same reason. Still, Alan Cibuzar shot some ultra-violet photography of the car body which revealed no inconsistency from one side to the other. Interestingly enough, this photography revealed a crack in the clear plastic covering the speedometer that was not readily visible to the naked eye.

SOIL SAMPLES -

IUR toyed with taking a soil sample from the irregularly-shaped area of no plant growth mentioned last issue, with control samples. The patch was interesting because it was about sixty feet away from the exact spot where the car came to rest, and Cibuzar's aerial survey found no other patches of similar character in the whole area. Before this could be done, however, the field was plowed under deeply... but there was never a link between this feature and any eyewitness testimony, and it was suspected to be an unrelated overfertilized area anyway.

THE DENT -

Meridan French from Ford examined the dent in the hood of the car, noting that it appeared to be consistent with whatever hit the windshield. French reported: "It appears that some 1/2" diameter, flat-ended object made forceful impact with the hood at that location and then tilted toward the windshield. It may even have been the source of the windshield impacts." In a phone conversation, French speculated about something placing its weight on a single leg, terminating in the flat circular shape. If the weight fell over into the windshield glass, that would explain why the dent, though flat in contour, is deeper toward the windshield.



JOHNSON'S CURRENT CONDITION -

Val Johnson has been back on the job for some time now, and continues to be in good health, with some exceptions worth noting:

- Johnson's dentist, Dr. Andrew Riley, informed the deputy that his bridge was cracked during a routine visit on September 19... yet it was fine four days prior to the accident when he was last examined.
- The deputy had a brief bout with headaches starting about three weeks after the incident. These have not recurred since.
- He also had a growth on the inside of one eyelid, again temporary. When he went to the same opthalmologist in Grand Forks for a checkup on October 17, he was given a clean bill of health.

One of the most commonly suggested procedures for this case is hypnotic regression back to the missing forty minutes. Too commonly... even before Allan Hendry could arrive in Warren the day after the event, local townpeople were assuring the beleaguered deputy that he should be hypnotized to see if he was "taken on board a spaceship to be used for breeding purposes". Still others insisted that a polygraph test was just what he needed to undertake! How easily laymen can prescribe ill-explored and controversial techniques! At any rate, Johnson's personal reaction to such suggestions is a firm one: he does not want to become a sideshow for the benefit of other people's "morbid curiosity". Since he enjoys the trust of his employer, he feels no obligation to "prove" his experience to others... an attitude which IUR feels lends still further to his credibility.

CONCLUSION

What does the sole witness to the event feel happened to him? "It's all hard for me to justify," he told the press. "As a police officer, I work with logic, truth and facts. In this case, the facts do not necessarily represent a logical explanation. That's a bit frightening."

All three of the individuals concerned with Johnson's eye damage came to one conclusion: no natural source of light could have caused the symptoms involved, such as a landing light on a plane.

Ford's expert seems to have concluded that both road debris and outward forces may have resulted in the windshield's fracture pattern. Honeywell agrees about the debris, but adds that stones did not bend the antennas. Both Ford and Honeywell agree that mechanical forces were at work here, not heat. The lack of impact marks on the antennas rule out impact damage, as from a near-collision with a plane. One possible cause for the antennas bending, proffered by Roland Wardell, is a high-velocity air blast superimposed on the 65 mph wind rushing over the car. Yet how did the antenna on the front right side of the car escape damage? The other possibility proposed by the Honeywell engineer involves electrostatic forces causing the whole series of events.

But before examining Wardell's "best fit" hypothesis, let's take a look at five of the many UFO cases that came in from August 15 to October 14. Because of restrictions of space in this issue, many other UFO cases from this period, including two CEIII cases from Illinois and Virginia, will have to be carried over into the December issue.

CASE NO.: 4-5-2
TYPE: CE I
DATE: 8-29-79
TIME: 2 AM
DURATION: 9-10 seconds
WITNESSES: 1
PLACE: western city limits of Vermillion, South Dakota

Russ Johnson, 33 (no relation to Val Johnson), was driving alone, again on a lonely road (Highway 50) two days after the deputy's experience to the hour, and 400 miles south. Again, the sky was clear, the weather good. This Johnson also described seeing a light like a headlight ahead of him on the highway for about two seconds. Then, in the space of another two seconds, the light suddenly rushed at him and engulfed his car. "I thought I was in a light bulb." Closing his eyes against the blinding light, he slammed on his brakes and hoped for the best. Just like Dep. Johnson, his car skidded to a stop and spun sideways across the road, facing east. He then opened his eyes and did something the deputy couldn't... watch the light source rush silently westbound, rise in angle slightly... and vanish abruptly. The witness acknowledged that what looked like a vapor trail could easily have been only a retinal after-image.

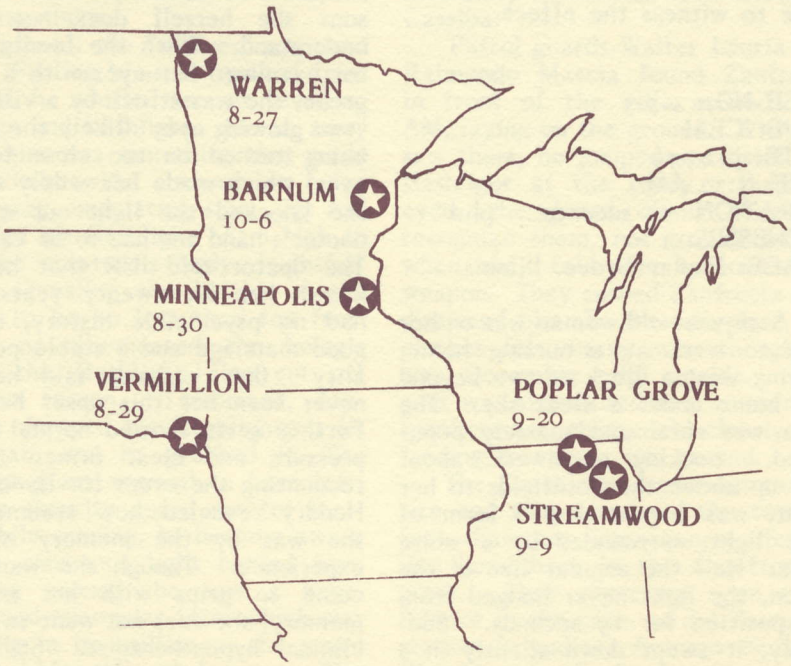
The witness went to the police who contacted the Center for UFO Studies and a Dr. Robert Adams from the local university. Dr. Adams met with the witness and saw the skid marks left in the road. Johnson struck Adams as a sturdily-built, self-confident man, but he was still shaken the next day. He did indicate that he had a few drinks before the incident, but Dr. Adams phone call with the witness a half-hour after the event supports his contention that his judgment was not influenced by them.

The case is so similar to the deputy's that it must be asked if this wasn't sheer mimicry. Yet it took place hours before even the local press went to print with word of Dep. Johnson's experience. It wasn't until the following day, Thursday, that someone in South Dakota could have heard about it... and Russ Johnson contends that he did not know about it at the time. Besides, he is not claiming that he or his car suffered injury, and, no, his timepieces weren't affected!

CASE NO.: 4-5-3
TYPE: CE I
DATE: 8-30-79
TIME: 4 PM
DURATION: few seconds
WITNESSES: 3
PLACE: southwest side of Minneapolis, Minnesota

A 95-year old retired Army engineer colonel reported that he, two other bus passengers and the bus driver all watched a two-foot ball of light rush down in front of the vehicle from the north. The ball, distinctly outlined, was composed of all colors with yellow and green being the more obvious. It hit the pavement about five feet in front of the bus, and erupted into a shower of sparks and smoke with a loud explosion... "louder and brighter than a hand grenade going off". The shocked bus driver drove over the point of impact, the vehicle shaking.

This time, a thunderstorm was in progress outside the bus. When the colonel went back to the intersection of Xerxes Avenue and 39th Street with investigator Brad Ayres, no lasting effects could be found in the composition-asphalt pavement. Ayres tried, without luck, to obtain the cooperation of the MTC bus company to identify the bus driver on that route.



U.S. SIGHTINGS

CASE NO.: 4-5-4
TYPE: CE II
DATE: 9-9-79
TIME: 4:30 AM
DURATION: 10-15 minutes
WITNESSES: 1
PLACE: Streamwood, Illinois

An unemployed medical technician, 28, was driving a neighbor's paper route on a "beautifully" clear night when she saw a bright amber light through her windshield in the west, low above the horizon. It stopped drawing nearer, and retreated to the west again, dipping left and right. Then it closed on her again, floating downward, growing brighter. Its angular size grew outward as large as a full moon; red and yellow spikes of light emanated from a bright white center. When the witness felt her face grow hot "as if in the sun", she turned off sharply onto another street. Looking through her rear window now, she could see the light make an abrupt turn to the left and disappear toward the north in a few seconds.

By noon of the same day, her face felt sore and tight. Looking in a mirror, she could see that her skin was sunburned, the skin around her lips flaking off. The next day, the skin could be scraped off, and she recovered quickly. Neither IUR - nor a physician - saw her in time to witness the effect.

CASE NO.: 4-5-5
TYPE: CE II
DATE: 9-20-79
TIME: 5:30 AM
DURATION: 15 seconds... "plus"
WITNESSES: 1
PLACE: Poplar Grove, Illinois

A 28-year old woman was on her way to work at a nursing home, driving west a block or two beyond her home under a clear sky. The area was rural and sparsely populated. Looking northwest, about 20° up above the cornfields to her right, was a pear-shaped form of blue light, surrounded by a white haze. Half the angular size of the moon, the light never budged from its position for 15 seconds. Suddenly, it swept down silently in a curve toward her windshield, engulfing her van in blinding light (again!). The area was lit up "like daylight" and her AM radio was racked with static. The witness pushed her accelerator to the floor to get away, but the speedometer would not exceed "40". The last thing she could recall was a sense of lightness, as if she and the van were floating several inches above the road, the wheels freely turning.

The next thing she was aware of was driving the van almost six miles further in her route. To have reached this point, she would have had to make a left turn. Spotting the yellow lights of a police car, she stopped and approached the officer for help, tremendously upset (this officer purportedly saw an unusual light at the same time, a point IUR is checking). Ironically, her husband was at home, listening to his police scanner radio. When he heard a report about a hysterical woman at the intersection of Beaverton and Poplar Grove Road, he even chuckled... until he heard his own name being mentioned! The station then phoned him to come and pick her up. Even though it was chilly out in the early morning, the witness was warm and perspiring, and turned down the offer of a coat.

The woman slept abnormally long hours after her experience, and exhibited bouts of hysteria for reasons she herself does not fully understand. When the family doctor examined her eyes with a light probe, she was struck by a vision of "two glowing eyes" (likely the probe being turned on too close to her eyes) which made her wildly upset; she knocked the light out of the doctor's hand and had to be calmed. The doctor told IUR that he had known her for twenty years; she had no psychiatric history, has a good marriage and a stable personality (her husband said he has never seen her this upset before). Further tests showed normal blood pressure and clear urine. Even recounting the event for Hynek and Hendry revealed how traumatized she was by the memory of her experience. Though she wants to come to grips with her missing memory, she does not want to see a clinical hypnotherapist. Still, the twenty minutes missing would be just what would be required to drive the six miles; also, she was quite aware of abduction scenarios like Betty Hill's of 1961.

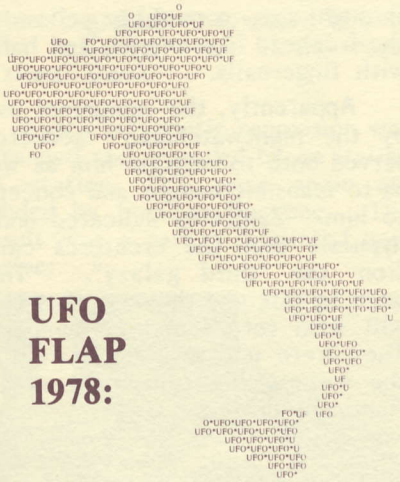
CASE NO.: 4-5-6
TYPE: CE II
DATE: 10-6-79
TIME: 9:30 PM
DURATION: 10 seconds
WITNESSES: 2
PLACE: east of Barnum, Minnesota

A 68-year old retiree and his wife were driving north on I-35 to Duluth when they spotted a ball of light rolling toward them from low over the trees to the northwest. In angular size, the ball was smaller-looking than a full moon; in real (estimated) size it could have been anywhere from a "basketball to a bathtub". The husband saw blue and white colors mixed together, while the wife saw predominantly red and green. The ball of light, rolling and bouncing as it flew, rushed over the top of the car at an uncertain height, after which their '73 Buick Riviera cruised another 500 feet or so and conked out. Their wasn't even enough battery power to operate lights. A car came along and tried to jump start the Buick, but to no avail. The witnesses did get enough power now to run their CB-radio and called for a tow truck... which also failed to jump the car! The car had to be towed into Barnum and the battery required a night-long charge to work. The car was driven home on battery power alone because the alternator wasn't functioning. The alternator was replaced at a General Motors Service School, as it looked as if its interior had been through a fire... but not its exterior. The car owner recalled no previous problems related to the battery or the alternator.

The weather had been rainy earlier in the day, but now the moon was peeking through breaks in the clouds, the roads were drying and a low-lying fog covered the fields. There was a large drop in the temperature, though, from 68° in the afternoon (35 miles to the south) to only 26° at 9:30 PM.

(cont. on p. 15)

FOREIGN FORUM



UFO FLAP 1978:

Villa Casa Nostra - the scene of the action - and Fortunato Zanfretta

ITALIAN STYLE

PART TWO: DECEMBER

Last issue, we examined the first three months of the four-month UFO flap in Italy from September through December of 1978. By far, December was the peak month for total number of reports, although many of the ones celebrated in the press - replete with photographs obscured by time exposures and extremely long telephoto lenses - seem to be based on sightings of Venus in the pre-dawn eastern sky. Indeed, Roberto Pinotti informed us that on December 7, at dawn between Caorle and Jesolo, strange craft and beings were seen surfacing from the sea by hundreds of people who had spent the night watching odd lights offshore. It turned out to be an Air-Navy drill with lagoon troops, landing-craft and hovercraft! Still, many people fled from the "invasion". One cartoon in the press had a patient asking a doctor: "I've never seen a UFO... is it serious?".

Nonetheless, the most remarkable claim of the whole flap occurred in December - a repeat abduction with lasting effects:

TYPE: CE III
DATE: Dec. 6
TIME: 11:30 PM
DURATION: unstated
WITNESSES: 1
PLACE: Torriglia, near Genoa
SOURCE: Gente magazine (Jan. 20), Skywatch: Shado Italy news (Vol. 1, No. 1, 1979)

Fortunato "Piero" Zanfretta, 26, was on duty as a private security guard just outside a small house (the "Villa Casa Nostra") in Marzano when he saw four lights moving about in the garden about 300 feet away from him. Assuming they were the flashlights of thieves, he tried to radio his headquarters but his car engine, lights and radio had all failed without reason. Ignoring this, he left the car with his gun and flashlight in hand. From the lights, Zanfretta concluded that the thieves were behind the house. He walked through the open gate and got close to a wall in order to surprise them.

Instead, the "thieves" surprised him. Feeling himself touched from behind, he whirled around, levelling his gun and flashlight. Inches away from him was something that made his "skin crawl"... a monstrous being with grey, undulating skin. He had to raise his flashlight beam high to see the creature's "ugly, frightful" face, revealing the height of the being to be no less than ten feet. When he illuminated the being's face, the flashlight also cut off without reason. Terrorized, Zanfretta dropped his flashlight; it lit up again and he grabbed it. The strange giant seemed to have left, so the security guard ran for it.

While running, he became aware of an enormous light behind him. Turning around, he saw a huge, flattened triangular form which was blinding in its brilliance; the guard shielded himself with his arm. The triangle ascended from the back of the villa, bigger than the house itself, with a sibilant sound. A strong heat could also be felt.

Zanfretta made it back into his car and called in (successfully) to his operations center, the Vigilanza Valbisagno in Genoa. One account places the time at 11:50 PM, another at 12:15 AM. The radio operator, Carlo Toccarino, said that the guard was speaking in excited, disconnected phrases:"(He) was constantly saying, 'Mamma mia, is he ugly!'. I then asked if they were assaulting him, and he answered, 'No, they aren't men, they aren't men'. At this point, communications were interrupted and I immediately contacted Lt. Giovanni Cassiba."

Patrol guards Walter Lauria and Raimondo Mascia found Zanfretta in front of the villa around 1:15 AM, laying on the ground. When he saw them, he jumped up, pistol and flashlight at the ready. Bulging-eyed, the guard didn't seem to recognize them, nor to understand when they told him to lower his weapon. They rushed Zanfretta and disarmed him. To their surprise, his clothes felt warm even though it was December-cold outside. The gate was also closed now as normal. Furthermore, they could clearly see landing traces on the ground.

The Carabinieri came out to the site and also witnessed the two 9-foot diameter impressions, shaped like horseshoes in the dew-frosted grass. They expressed open confidence in the case, as did Torriglia station brigadier, Antonio Nucchi: "I've known Zanfretta for many

years and I believe I can state with certainty that he is a determined type with no strange fantasies in his head. When we investigated the scene by day, he almost didn't want to come, he was so scared. Only something exceptional could have frightened him so." Nucchi went on to say that he received other reports from people saying that they saw something unusual head for that area. Several residents of nearby Torriglia saw a strong glare in the direction of the Casa Nostra villa at the same time Zanfretta reported it ascending.

HYPNOTIC REGRESSION

On Dec. 23, Zanfretta agreed to be hypnotized in Genoa by Prof. Mauro Moretti, director of the Medical Hypnosis Center, Genoa and member of the Italian Association of Medical Hypnosis. Also in attendance were Lt. Cassiba, psychotherapist Angelo Massa, hypnosis expert Giorgio Cesari and UFOlogist Luciano Boccone. Under hypnosis, Zanfretta returned to the point where he shone the flashlight on the creature's body:

ZANFRETTA: Who's there? What's happening? Mamma... (rapid breathing, trembling hands).
DR. MORETTI: What is it? Tell me. I am here with you and nothing can happen to you. Tell me what you see.
ZANFRETTA: Madonna... Why should I come with you? What do you want to do to me? What are all those lights? I don't want to. You aren't human beings. Get away! What are you putting on my head? Get away! I don't want to... leave me alone!

The guard says that he is being abducted and brought to a hot, luminous place where they interrogate and examine him.

ZANFRETTA: I don't want you to return. I can't tell about it? Yes... I will do as you wish. Give me proof! They won't believe me... So many lights... Away! Away! Away with this thing on my head. I will wait for you to return. What heat! Away with this thing on my head. Get away! You are monsters. I want to go home. My flashlight!

Finally, Zanfretta either escapes or is released. Running toward the car, he sees the huge light lift up from behind the house. Then he radios headquarters.

ZANFRETTA: What's all that light? Is it big! It's bothering me. '68 Kangaroo'... 'Kangaroo'... they aren't men... they aren't men... Do you want me to return to the villa? Very well... yes.

Finally, the guard jumps ahead to the point where the other guards found him on the ground.

ZANFRETTA: "Put down the pistol! Think of the kids," says one. "Come on, stop it," insists the other.

Then they take him, slap him and take him away, still dazed and constantly repeating, "I saw them, I saw them."

Zanfretta went on to describe the abductors as being ten feet tall with dark green skin. Each creature had strange, horizontal, dark grey "tubes" wrapped around its body. Each had a head two feet wide with yellow, triangular eyes, spines or thorns as hair, and pointed ears. Zanfretta could see red veins on their heads, wrinkled skin as if through age, something yellow on the forehead like an eye, and hands with fingernails.

Artist's composite of two of Zanfretta's sketches

Apparently, the equipment used by the nightwatchman's abductors served both to restrain him as well as to transmit images and concepts to him. Zanfretta indicated under hypnosis that the creatures came from the "third galaxy". "They want to talk and they say that they will soon return and in numbers." They were not speaking Italian to the witness, but translating with a "luminous device".

Three nights later, December 26 at 11:45 PM, Zanfretta was back at work as usual, driving inside the Bargagli tunnel near the Scoffera Pass. Suddenly, he lost control of his car, yet the Fiat 127 turned on its own and came out of the tunnel. The terrorized guard tried to work the brakes and steering wheel, but the car continued on its own along the steep road uphill. He radioed in to headquarters that he was having difficulty with the service vehicle, and couldn't see well because of the thick fog. After two kilometers went by, the car came to an abrupt stop, causing Zanfretta to hit his head against the steering wheel.

Zanfretta's colleagues searched for the car at 1:10 AM, December 27. Sgt. Travenzoli of the Carabinieri found him first. Some unusual observations were made:

- Though the car had been in the cold and rain for a long time, the roof of the Fiat was as hot as if it had spent an entire day in the sun... especially over the driver's seat. The interior of the car was hot as an "oven".
- Zanfretta was found in the field nearby, his clothes warm and dry, as was his head... again, despite the rain.
- All around the car, still fresh , were footprints, revealed by flashlights to be disproportionately huge. Measured by the Carabinieri the next day, the tracks proved to be 20 inches long by 8 inches wide with a distinct empty spot between sole and heel.
- Zanfretta's revolver had been fired five times, but the guard couldn't recall at whom. A med-

ical examination revealed him to be suffering from strong emotional shock.

Another hypnotic regression was arranged and recorded by an Italian TV station, TVS, once again attended by Luciano Boccone. The result was a rather disjointed narrative:

"I know that you need me, but I won't. I want to remain with my sons. I'm not able to answer your questions, I'm not the qualified people you need! Why are you undressing me? I won't... this thing on my head... it's hurting me."

"It's warm here, there's a stifling heat. Why do you always call me with that whistle?"

"You're monstrous, all dark green, tall... I'm afraid... you're not like us, you're not human. Why do your fingers end with these suckers?"

"Do you come from far? No... no, I won't follow you on your planet. You are telling me that next time you'll bring me away. I won't! I'm well here with my wife and sons."

Needless to say, publicity surrounding these remarkable events have caused problems for Zanfretta at work. "If I had been able," he told friends and UFOlogists on January, 1979, "I wouldn't have reported my experience, seeing the consequences."

IUR possesses literally hundreds more case summaries than the few we have highlighted here. There simply wouldn't be room to run them all. December saw so many sightings in Italy that a Socialist member of the Italian Parliament, the Hon. Falco Accame, asked both Italy's Premier, Giulio Andreotti, and the Minister of Defense, Attilio Ruffini to inform the Italian Congress about the nature of the recent UFO sightings in Italy.

BOOK REVIEW

(cont. from p. 3)

- Expert hypnosis to overcome the usual "memory loss"
- Cross-check of details of the circumstantial claims ("Bozo the Clown" was on TV at that time, weather reports show that there was a heavy mist, etc.)
- PSE lie detector test
- Psychiatric examination
- Supportive testimony from two "partial" witnesses of the UFO and the creatures
- Character checks with neighbors and acquaintances
- Comparison with other CEIII cases (Betty Andreasson undergoes exactly the same "pregnancy test" as Betty Hill: needle in the navel, hand on her forehead to relieve pain, etc.)
- Consistency of details over a 12-month period
- Vivid emotional reactions and use of "present tense" in hypnotic revivification

and so on. The real question posed by the book for the reader, then, is not "what happened" to this family that night in 1967, but: are the techniques currently available to researchers at this time adequate to explore these kinds of cases?

WARREN CEII

(cont. from p. 12)

CONCLUSION?

Now it is appropriate to reproduce Honeywell's "best fit" solution for the Warren, Minnesota case -- keeping it in mind for the five related cases that followed:

"The 'best fit' describes a highly charged electrical 'thing' with enough mass and momentum to create the effects.

The question arises whether natural phenomena such as lightning (ball or otherwise) could likely cause all these happenings. Two factors discount this. One, the sustained horizontal beam-like appearance of the light (unlike lightning) and the need for mass to accomplish the events. The disruption of the electrical systems points heavily to something electrical in nature, and certainly enough force must be generated to bend the antennas. Super strong electrical fields can produce these effects.

My advisor on electrostatic forces indicates that an electrical field capable of producing the forces involved would be of an intensity to cause arcing to the car. The round ball on one antenna is 'cleaned' as if this may have happened.

The source of these 'effects', whether from a space vehicle or earthly in nature, is of course speculative." One could certainly envision natural ball lightning erupting and sending road gravel flying toward the car while bending the antennas through sheer electrostatic force. Yet remember that the damage was confined to a narrow "corridor" across the top of the car, and there is no sign of scorching of the insect tissue coating the antennas. Dr. David Finkelstein, a physicist on CUFOS's scientific board, says that damage attributed to ball lightning may actually be caused by real lightning once a conductive path for high voltage potentials has been established by the ball lightning's trajectory. While there are reports of ball lightning in clear, calm weather, they are rare; most happen during thunderstorms... and only one of the six reports occurred during such conditions, with one other following rain. Is it a contrivance to invoke "bolts from the blue" for so many reports... especially when they all occurred in four adjacent states in six weeks? When they all "attacked" vehicles? IUR has never monitored so many similar cases of any type before. Still, it all serves to underscore that a "solution" for "the" UFO "phenomenon" may well invoke a number of explanation schemes, including ill-understood but natural ones.

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